

# CHINA



# MAIL.

Established February, 1847. "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIV. No. 4585. 號四十月三年八十七百八千一英

HONGKONG, THURSDAY, MARCH 14, 1878.

日一十月二年寅戊

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

**LONDON**—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORCH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRACON & Co., 150 & 152, Leadenhall Street.

**PARIS AND EUROPE**—LEON DE BOSNY, 19, Rue Monsieur, Paris.

**NEW YORK**—ANDREW WIND, 123, Nassau Street.

**AUSTRALIA, TASMANIA, AND NEW ZEALAND**—GORDON & GORCH, Melbourne and Sydney.

**SAN FRANCISCO and American Ports generally**—BRAD & BLACK, San Francisco.

**SINGAPORE AND STRAITS**—SAYLE & Co., Singapore. C. HENNINGSEN & Co., Malacca.

**CHINA**—Messrs. A. A. DE MELO & Co., Swatow. CAMERON & Co., Amoy. WILSON, NICHOLS & Co., Foochow. HENDER & Co., Shanghai. LANE, CRAWFORD & Co., Hankow & Waihai. Fokohama, LANE, CRAWFORD & Co.

## Bank.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.  
RESERVE FUND, \$1,000,000 Dollars.

#### COUNCIL OF DIRECTORS.

Chairman—F. D. SASSON, Esq.  
Deputy Chairman—W. H. FORBES, Esq.  
E. R. BEILSON, Esq. ADAM LIND, Esq.  
H. L. DALRYMPLE, Esq. WILHELM REINER, Esq.  
H. HOFFMANN, Esq. W. S. YOUNG, Esq.  
Hon. W. KESWICK.

#### CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.  
Shanghai, EVERETT CAMERON, Esq.  
LONDON BANKERS—London and County Bank.

#### HONGKONG.

##### INTEREST ALLOWED.

ON Current Deposit-Account at the rate of 1 per cent. per annum on the daily balance.  
For Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

#### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

#### T. JACKSON, Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, February 27, 1878.

## Notices of Firms.

### THE GREAT NORTHERN TELEGRAPH COMPANY.

FROM This Day the MANAGEMENT of the above COMPANY'S OFFICE at this place has Provisionally been taken over by Mr. CARL NIELSEN.

#### A. SUENSON, Superintendent.

Hongkong, March 12, 1878. mcl9

## NOTICE.

THE Interest and Responsibility of Mr. EDWARD CUNNINGHAM in our Firm in Hongkong and China, CEASED on the 31st December last.

#### RUSSELL & Co.

China, March 8, 1878. sc8

## NOTICE.

THE Interest of Mr. WILLIAM DUNPHY in our Firm, CEASED on the 28th February, 1878.

#### WM. DUNPHY & Co.

West Point Iron Works, Hongkong, March 9, 1878. mc28

## NOTICE.

MR. HORATIO GAY JAMES was admitted a Partner in our Firm on the 1st January, 1878.

#### GEO. R. STEVENS & Co.

Hongkong, January 1, 1878.

## NOTICE.

I HAVE This Day established myself at this Port as a MERCHANT and COMMISSION AGENT, under the Style or Firm of GEO. R. STEVENS & Co., who will henceforward conduct the Agency of the AUSTRALIAN STEAM NAVIGATION COMPANY.

#### G. R. STEVENS.

Hongkong, December 29, 1877.

## NOTICE.

MR. H. F. MEYERINK has been admitted a Partner in our Firm from This Date.

#### MEYER & Co.

Hongkong, January 1, 1878. sc9

## For Sale.

### LAMBERT, ATKINSON & CO. HAVE FOR SALE.

EX M. M. S. S. "474," AND OTHER RECENT ARRIVALS.

TEYSSONNEAU'S STRAWBERRIES in SYRUP.

TEYSSONNEAU'S ASSORTED FRUITS in NOYEAU.

TEYSSONNEAU'S ASSORTED FRUITS in BRANDY.

TEYSSONNEAU'S ASSORTED PATES, in Patent Tins.

TEYSSONNEAU'S PATE DE FOIE GRAS, in Patent Tins.

TEYSSONNEAU'S ASSORTED JAMS and JELLIES, in Glass Bottles.

PHILIPPE and CANAUD'S ASSORTED PATES.

PHILIPPE and CANAUD'S LONG ASPARAGUS.

PHILIPPE and CANAUD'S SARDINES.

FENARD & FILS' FINEST CHERBOURG BUTTER, in Bottles.

CIGARETTES, COMPAGNIE LAFERME.

RICHMOND SMOKING MIXTURE, BARCELONA NUTS.

BRAZIL NUTS.

PEA NUTS.

ALMONDS in SHELL.

MUSCATEL BLOOM RAISINS, in Cask.

EPPE'S COCOA.

BORDEN'S CONDENSED MILK.

GOLDEN GATE FLOUR, in Barrels.

GALETTINE and ISINGLAS, in 1 lb. Packets.

WAFFLE IRONS, AMERICAN BROTHERS.

VERY FINE "O. K." BOURBON WHISKY.

BILLIARD CUE TIPS.

BILLIARD CUE CEMENT.

BILLIARD CHALK.

BILLIARD TABLE CLOTHS.

BARCLAY and PERKINS' PORTER, in Hogsheads.

HOT'S BEST QUALITY RUSSIAN ROPE.

HOT'S ASSORTED TARED and WHITE LINES.

FAIRBANKS' SCALES.

do., do., do.

Hongkong, February 22, 1878.

## FOR SALE.

LARGE TAKASIMA COAL, Ex Godown at \$8 PER TON.

Apply to THS. G. GLOVER, No. 7, Queen's Road Central, and East Point.

Hongkong, February 18, 1878. mcl8

## COAL.

BEST QUALITY CARDIFF STEAM COAL for Sale, ex Godown.

Apply to BATTLES & Co.

Hongkong, December 2, 1877.

## Intimations.

### CHINA SUGAR REFINING COMPANY, LIMITED.

THIS REFINERY MANUFACTURES

LOAF SUGAR, (in 5, 10, and 15 lb. Loaves).

OUT and Powdered LOAF SUGAR.

CRISP SUGAR (Lyle's Patent), shortly, CRYSTALLIZED SUGAR, mark O. S. R. (in diamond) 4 III\*.

Fine WHITE SUGAR, mark O. S. R. (in diamond) 4 III\*.

Medium WHITE SUGAR, mark O. S. R. (in diamond) 4 II\*.

Fine YELLOW SUGAR, mark O. S. R. (in diamond) 4 II\*.

COFFEE SUGAR, mark O. S. R. (in diamond) 4 I.

GOLDEN SYRUP, SYRUP, and MOLASSES.

SPIRITS OF WINE and LAMP SPIRIT, RUM, 45°, 50°, O. P., and Naval ANIMAL CHARCOAL and DUST. AMMONIACAL LIQUOR, from Bones. BONE TAR (a preventive of white ants.) ROUGH BONE TALLOW.

Packed in Quantities and Packages to suit Customers.

Particulars and Prices on application to THE MANAGER, CHINA SUGAR REFINING CO., LIMITED, East Point, Hongkong.

March 6, 1878. mcl5

THE STAG HOTEL, 10, QUEEN'S ROAD CENTRAL, HONGKONG.

IS now undergoing EXTENSIVE ALTERATIONS and REPAIRS, and will be EXTERMINALLY RE-FURNISHED and OPENED FOR BUSINESS on SATURDAY, the 16th March, 1878, under new Management.

First rate Accommodation for Visitors. Attached to the Hotel is a commodious Billiard Room.

WINE and SPIRITS of the BEST QUALITY ONLY.

PROPRIETOR—J. COOK.

Stag Hotel, QUEEN'S ROAD, HONGKONG, March 6, 1878. mcl5

## Intimations.

### EX LATE ARRIVALS.

UMBRELLAS, AUTOMATON PATENT. NOVELTIES in TIES and SCARVES.

COLLARS and SHIRTS, in New Shapes. CHRISTY'S Newest Shapes in HATS.

TAIL BLACK SILK and DRAB HATS. ELWOOD'S CORK and FELT HELMETS.

MEERSCHAUM and BRIAR PIPES. CIGAR TUBES, Assorted.

LAWN TENNIS BATS and BALLS. RACQUET BATS and BALLS.

CRICKET BATS, BALLS and STUMPS. CABINETS of GAMES.

LADIES' DRESSING BAGS, Fitted. MANTEL-PIECE MIRRORS.

FRENCH and ENGLISH DOLLS. AMERICAN ICE PITCHERS.

RUSSIAN CIGARETTES. SILBER KEROSINE LAMPS.

LANE, CRAWFORD & Co.

Hongkong, February 25, 1878.

### YANGTZE INSURANCE ASSOCIATION.

#### NOTICE TO CONTRIBUTORS.

IN Accordance with the Articles of Agreement, the Directors have declared a Dividend to Policy-holders for the fiscal year ending 30th September, 1877, of TWENTY-FIVE PER CENT. on the NET PREMIUM CONTRIBUTED.

Warrants will be delivered by the Under-signed to Contributors of Premium at this Port, on and after the 9th Instant.

Policy-holders are requested to send in particulars of their Contributions.

By Order of the Directors, RUSSELL & Co., Agents.

Hongkong, March 5, 1878. ap5

### THE CHINESE INSURANCE CO., LIMITED.

#### NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Seventh Ordinary MEETING of the SHAREHOLDERS of the above Company will be held at the Head Office, Victoria, Hongkong, on FRIDAY, the 22nd March, 1878, at 3 o'clock p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1877.

The Transfer BOOKS of the Company will be CLOSED from the 8th March to the 22nd March, both days inclusive.

By Order of the Board, OLYMPHANT & Co., General Agents.

Hongkong, February 22, 1878. mc22

### NOTICE TO MARINERS.

#### CHINA SEA.

FOOCHOW DISTRICT, No. 2.

NOTICE is hereby given that a dangerous Reef of Rocks, on which the Barque "BENJAMIN AYMAR" struck, on the 22nd of January, 1878, has been surveyed by the Revenue Cruiser "Long Feng," Captain T. FARROW. The following bearings and directions are given:

"Magnetic bearings from the Centre of the Reef:—  
"Black" Peak, South 78° West.  
"East" Peak, South 58° East.  
"Eastern Square" Rock, North 10° West.

"The Reef extends in a North westerly direction. It is about three cables in length, and two cables wide, the least water found being ten feet upon two pinnacle Rocks lying about two cables apart; these Rocks have deep water between them, varying from three to eight fathoms."

Note.—This danger is in the Fair way of Vessels approaching the Outer, or No. 1, Buoy from the North.

O. HANSEN, Commissioner of Customs, Customs House, Foochow, March 1, 1878. mcl7

### DEVON'S BRILLIANT OIL.

RELIABLE, ECONOMICAL, SAFE!!

DESIRED to benefit by the world-wide reputation of our OIL, certain parties have attempted to imitate our package. Suits at law have been instituted against the MARKS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVON'S BRILLIANT" are stencilled on the cases, and the words "DEVON LIT'S CO. PATENTS" are stamped on the top of the can.

THE DEVON MANUFACTURING CO., 80 Beaver and 127 Pearl Streets, NEW YORK, U. S. A.

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### NAVAL CONTRACT, 1878-79.

SEALED TENDERS, in duplicate, will be received by the Under-signed, until Noon on FRIDAY, the 16th March, 1878, from Persons desirous of SUPPLYING the following ARTICLES for the use of H. M. Navy for the year 1878-79, viz:—

FRESH BEEF. FRESH VEGETABLES. RICE. SUGAR. TEA. RAISINS. WATER. SOFT BREAD. BISCUIT.

Printed Forms of Tender and further particulars can be obtained at the Naval Storekeeper's Office.

The right to reject the lowest or any Tender is reserved. J. BRENNER, Storekeeper.

H. M. Victualling Yard, Hongkong, February 25, 1878. mcl6

### DENTAL NOTICE.

DR. ROGERS begs to intimate to his Friends that he is about to visit SHANGHAI, and will be absent from Hongkong from April 1st to June 15th.

Hongkong, March 4, 1878.

### Auctions.

#### PUBLIC AUCTION.

Plaintiff—CHUN A-YAU. Defendant—NE A-KW.

THE Under-signed has received instructions from the Registrar of the Supreme Court of Hongkong, to sell by Public Auction, under a Deed of the Court made in the above Suit, on the Premises, on

### FRIDAY,

the 15th March, 1878, at THREE o'clock in the Afternoon,—

All that PIECE or PARCEL of GROUND, situate lying and being at Victoria, in the Island of Hongkong, abutting on the North side thereof on the Praya, and measuring thereon Fourteen feet; on the South side thereof on a Public Road and measuring thereon Fourteen feet; on the East side thereof on a Close registered in the Land Office as Marine Lot No. 70, and measuring thereon One Hundred feet; and on the West side thereof on a Close registered in the Land Office as Marine Lot No. 206, and measuring thereon One Hundred feet, which said PIECE or PARCEL of Ground contains in the whole One Thousand and Four Hundred square feet, and is registered in the Land Office as MARINE LOT No. 80.

For the residue of the term of 999 years created by a Crown Lease dated the 28th day of May, 1867, to commence from the 26th day of December, 1860, subject to the Yearly Rent of Twenty-four Dollars and Sixty-eight Cents, and to all other covenants conditions and stipulations in the said Lease reserved or contained.

The foregoing Property will be sold subject to a Mortgage of \$4,600 and interest thereon at 8 per cent. per annum calculated from the 28th day of January, 1878, and the said Mortgage expires on the 28th day of January, 1879.

For further Particulars and Conditions of Sale, apply to WILLIAM HENRY BAKER, Solicitor for the Plaintiff, 29, Queen's Road, Hongkong.

J. M. ARMSTRONG, Auctioneer.

Hongkong, February 28, 1878. mcl5

## To Let.

### TO LET.

THE GODOWNS and OFFICES, Praya Central, recently in the occupation of A. McG. HEATON, Esq.

Apply to RUSSELL & Co. Hongkong, March 5, 1878. mc20

### TO LET.

THE Dwelling House No. 6, Mosque Terrace, possession from 15th April next.

Three Offices, in Club Chambers.

Apply to DOUGLAS LAPRAIK & Co. Hongkong, March 4, 1878.

### TO LET.

STABLES, to Accommodate Three Horses and a Carriage.

Apply to THE MEDICAL HALL, Hongkong, February 23, 1878. mc23

### TO LET.

HOUSE No. 9, Queen's Road Central, with Godowns attached.

House No. 2, Seymour Terrace.

DAVID SASSON, SONS & Co. Hongkong, January 4, 1878.

### NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I. and II., A to M, with Introduction. Royal 8vo, pp. 404.—By ERNEST JOHN EITEL, Ph.D., Tubingen.

Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.

To be had from Messrs. LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs. KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

## Shipping.

### Steamers.

FOR MANILA. The Steamship "ESMERALDA" will be despatched for the above Port on SATURDAY, the 16th Instant, at Noon.

For Freight or Passage, apply to RUSSELL & Co. Hongkong, March 13, 1878. mcl6

### FOR YOKOHAMA & HIOGO.

The German Steamer "PRINZ FRIEDRICH CARL," Captain H. MOHR, will leave for the above Ports on SATURDAY, the 16th Instant, at 3 p.m.

For Freight or Passage, apply to MELOCHERS & Co., Agents.

Hongkong, March 12, 1878. mcl6

### FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "VENICE," P. RHODE, Commander, will be despatched for the above Ports on SATURDAY, the 16th Instant, at Three o'clock afternoon.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, March 8, 1878. mcl6

### FOR SINGAPORE, PENANG AND CALCUTTA.

The British Steamship "JAPAN," Capt. H. DE SMIT, will be despatched for the above Ports on SATURDAY, the 16th Instant, at 3 o'clock p.m.

For Freight or Passage, apply to DAVID SASSON, SONS & Co., Agents.

Hongkong, March 9, 1878. mcl6

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TIBRE," Comdt. DE GIRARD, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

H. DE POUREY, Agent.

Hongkong, March 18, 1878.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "FRI HO," Comdt. —, will be despatched for SHANGHAI shortly after her arrival from Europe.

H. DE POUREY, Agent.

Hongkong, March 13, 1878.

## Shipping.

### Steamers.

#### MONTHLY SERVICE.

FOR PORT DARWIN, COOKTOWN, SYDNEY AND MELBOURNE, and the usual Ports.

One of the Australasian S. N. Co.'s Steamers will leave this for the above Ports on or about the 20th Proximo.

For Freight or Passage, apply to GEO. R. STEVENS & Co. Hongkong, February 25, 1878.

#### Sailing Vessels.

##### FOR SAN FRANCISCO.



## NOTICES TO CONSIGNEES.

STEAMER PRINZ FRIEDRICH  
CARL, FROM LONDON,  
PENANG AND SINGAPORE.

THIS Steamer having arrived, Consignees of Cargo are hereby informed that these Goods are being landed at their risk, by Mr J. Y. V. Shaw, into Messrs TURNER & Co.'s Praya-Godown, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

Optional Cargo will be forwarded on, unless notice to the contrary be given before Noon To-morrow.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 22nd Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by MELOHERS & Co., Agents.

Hongkong, March 12, 1878. mcl8

## NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. GEELONG.

CONSIGNEES of Cargo by the above-named Vessel, from Bombay and Intermediate Ports, and in connection with the Steamers POONAH from London, and KHEDEE from Calcutta, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godowns, at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 18th Instant will be subject to rent.

ADAM LIND,  
Superintendent.

Hongkong, March 11, 1878. mcl7

FROM LONDON AND SINGAPORE.

THE S. S. Glenfinlas having arrived from the above Ports, Consignees of Cargo are informed that their Goods are being landed at their risk into the Godowns of the Underigned, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice be given before 1 O'clock To-morrow.

Goods remaining undelivered after the 19th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, March 12, 1878. mcl9

COMPAGNIE DES MESSEAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

H. DU POUY,  
Agent.

Ex "Anadyr."

Gerald Slade, Esq.,  
Foonchow.  
c/o Messrs Gilman & Co.,  
Hongkong.  
R. H. Bruce, Esq.,  
c/o Messrs Tait & Co.,  
Amoy.  
Hongkong, March 13, 1878.

## Intimations.

THE EQUITABLE LIFE ASSURANCE  
SOCIETY OF THE  
UNITED STATES.

HENRY B. HYDE, President.  
J. W. ALEXANDER, Vice-President.  
SAMUEL BOWBOW, Secretary.  
A. A. HAYES, Jr., General Manager, for  
China and Japan.

PRINCIPAL OFFICE,  
120, BROADWAY, NEW YORK.

Assets.....\$31,700,000  
Surplus.....\$ 5,500,000

THE Underigned having been appointed Agents in Hongkong, China, for the above Company, are prepared to accept Risks at greatly reduced rates and upon terms very favourable to the assured.

For full information and particulars, apply to  
OLYPHANT & Co.,  
Agents.

Hongkong, January 21, 1878.

Volume Sixth of the  
"CHINA REVIEW."

## Now Ready.

No. IV.—Vol. VI.

—OF THE—

"CHINA REVIEW"  
CONTAINS—

Bibliography of the Chinese Imperial Col-  
lections of Literature.

Imperial Confucianism.

Brief Sketches from the Life of K'ung-tung.

Chinese Official Notices.

Translations of Chinese Schoolbooks.

Geographical Notes on the Provinces of  
Kiang.

Short Notices of New Books and Literary  
Intelligence.

Notes and Queries.

The Manchu Terms for 上帝 and 神.

The Mammoth in Chinese Records.

Mohammedan Apocrypha in Chinese.

The K'ien Identified with the Giraffe.

Life-Saving Association, and other  
Beneficial Societies at Wu-tu.

Prof. H. B. Hall and his Critics.

Annamese Sovereigns.

Books Wanted, Exchanges, &c.

Chinese Mail Office,  
Hongkong, March 12, 1878.

## Intimations.

STANDARD FIRE OFFICE, LONDON.

THE Underigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of \$40,000, on Buildings or on Goods stored therein.

DISCOUNT 20 %

VOGEL, HAGEDORN & Co.

Hongkong, March 1, 1878.

## To-day's Advertisements.

THEATRE ROYAL,  
CITY HALL,  
HONGKONG.

DAVE CARSON'S MINSTREL,  
Variety and Comedy Company,  
CONSISTING OF EIGHT FIRST CLASS  
ARTISTS.

Having arrived per Steamship Agamemnon, on route for Shanghai, will have the honour of giving  
TWO OF THEIR INIMITABLE  
ENTERTAINMENTS  
(PREVIOUS TO THEIR DEPARTURE BY THE  
ABOVE STEAMER),  
ON

FRIDAY, AND SATURDAY,  
15th and 16th March, 1878.

An entire change of Programme on  
second occasion.

THE CURTAIN WILL RISE PUNCTUALLY AT  
NINE O'CLOCK.

GOOD WINE NEEDS NO BUSH.

Read the following Programme—  
PART FIRST.

MINSTRELSY!  
MRS CARSON will preside at the Piano-  
forte.

Introductory Overture,  
DAVE CARSON'S MINSTRELS.

Opening Chorus—"Away! Away!" (Mi-  
santello) DAVE CARSON'S CHOIR.

Ballad—"My Heart's Best Love,"  
MR. J. E. ARNOLD.

Comic—"Good-bye, Eliza Jane,"  
MR. GEO. NORVILLE.

Serenade—"Fair Lady, I'm waiting for  
Thee,"  
MR. J. H. FERRELL.

Comic—"My Grandfather's Collection,"  
DAVE CARSON.

Song—"Under the Lamp,"  
MR. GEO. NORVILLE.

THE FIRST PART WILL CONCLUDE WITH  
AN ETHIOPIAN ABSURDITY, ENTITLED  
"THE COLLEGIANS."

An Interval of Ten Minutes.

PART SECOND.  
VARIETY!!  
The Empress of the Saltatorial Art,  
"ETTA."

In Her Great Impersonation of  
THE MERRY ROMP,  
in which she will introduce  
A Highland Fling, an American Clog  
Dance, and an Irish Reel.

SERENADE—WORDS BY VICTOR  
HUGO—MUSIC BY GOUNOD.  
MRS. CARSON.

VOCAL TRIO—"FAIR FLORA  
DROCKA."

MESSES. FERRELL, NORVILLE, AND ARNOLD.

TO BE FOLLOWED BY  
"ETTA,"  
AN ANGEL WITHOUT WINGS.

BALLAD—"Nancy Lee"—S. ADAMS.  
MR. GEO. NORVILLE.

PART SECOND WILL TERMINATE WITH  
DAVE CARSON,  
IN HIS LATEST INTERPRETATION OF OUR  
"ABYAN BROTHER."

THE BENGALIE BABOO IN  
ENGLAND.

An Interval of 5 Minutes.

FARCE!!!  
The Evening's Entertainment will con-  
clude with a Laughable and Original Farce,  
entitled  
"THE PERFORMING BABY  
ELEPHANT."

Doctor Fildget—MR. J. E. ARNOLD.  
Mr. Rayce D'Wynne—MR. GEO. NORVILLE.  
Thomas—MR. J. B. FERRELL.  
James—MR. FRANK STEWART.

ADMISSION:  
Dress Circle.....\$2.00  
Orchestra Stalls.....\$2.00  
Back Seats.....\$1.00

Children under Twelve years of age, half  
price to Dress Circle and Orchestra Stalls.  
Children in Arms, FIFTY DOLLARS!

Plan can be seen and Seats may be secured  
at Messrs Lane, Crawford & Co.'s from 10  
a.m. to 5 p.m.

Doors open at 8 p.m.—Trouble begins at 9.  
CARTAGES MAY BE ORDERED AT 11.15.

Dave Carson's United Minstrel and Bur-  
lesque Troupe, containing the Bengalee  
Baboo and 24 other Popular Songs and  
Choruses, with Pianoforte Accompani-  
ments, can be obtained at the Door.  
Price, \$1.

Hongkong, March 14, 1878. mcl5

FOR SHANGHAI (DIRECT).  
The Steamship  
"GLENFINLAS" will be despatched for the  
above Port on SATURDAY,  
the 16th Instant, at 5 p.m.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.  
Hongkong, March 14, 1878. mcl6

FOR SWATOW, AMOY & FOOCHOW.  
The Steamship  
"YENSHO,"  
Capt. S. ASHTON, will be de-  
spatched for the above Ports  
on SUNDAY, the 17th Instant, at Daylight.  
Instead of as previously advertised.  
For Freight or Passage, apply to  
DOUGLAS LAFFRAK & Co.  
Hongkong, March 14, 1878. mcl7

## To-day's Advertisements.

PIANOFORTE TUNING.

MR. J. BUCHANAN, BANDMASTER of  
Her Majesty's 74th Highlanders,  
begs to announce to the Public of Hong-  
kong that he will undertake to TUNE  
PIANOFORTES during his stay in the  
Colony.

Address to Murray Barracks.  
Hongkong, March 14, 1878. apl4

WANTED, A Respectable Person to  
MANAGE the STAG HOTEL  
B.A.R.

Apply to  
J. COOK,  
Stag Hotel.  
Hongkong, March 14, 1878.

STEAM FOR  
Singapore, Penang, Point de Galle,  
Aden, Suez, Malta, Brindisi,  
Ancona, Venice, Mediterranean  
Ports, Southampton,  
and London.

Also,  
Bombay, Madras, Calcutta, and  
Australia.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
KHIVA, Captain G. LEE, will leave this  
on THURSDAY, the 21st March at Noon.  
For further Particulars, apply to  
A. LIND, Superintendent.  
Hongkong, March 14, 1878. mcl8

Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debt contracted by the Officers or Crew  
of the following Vessels, during their stay  
in Hongkong Harbour:—  
QUICKSTEP, American barque, Captain  
Barnaby.—Captain.  
PALESTINE, British barque, Captain. H.  
Sowerby.—Tal Lee.  
LOUISA, German S.M. schooner, Captain  
Schuler.—Edmund Schellhaus & Co.  
NORTH STAR, American ship, Captain  
J. U. Thomson.—Order.  
P. J. CABLET, American barque, Capt.  
J. A. Amberg.—P. & O. Co.  
TEX LI, German barque, Captain T. C.  
Petersen.—Wm. Pustat & Co.  
LOBBE, British steamer, Captain Wm.  
McAlloch.—Melchers & Co.

SHIPPING.

ARRIVALS.

March 14, 8.45 a.m., Glenroy, British  
steamer, 1870, R. A. Donaldson, Shanghai  
March 7, 1 p.m., via Swatow 13, 6 p.m.,  
Rice and Oranges.—JARDINE, MATHESON  
& Co.

March 14, Bellona, German steamer, 789,  
F. Ahrens, Saigon March 7, Rice.—Wm.  
PUSAT & Co.

March 14, Minerva, British steamer, 1025,  
Peacock, Saigon March 7, Rice.—STRASSER  
& Co.

March 14, Cooran, American schooner,  
from Lyceum Pass.  
March 14, Agamemnon, British steamer,  
1550, J. Whiting, Liverpool Jan. 16, via  
ports of call, and Singapore March 6, General  
—BUTTERFIELD & SWIRE.

March 14, Norva, British steamer, 606,  
Walker, Swatow March 13, General.—  
KWOK ACHONG.

March 14, Conchita, Spanish barque, 480,  
Jose Arlas, Manila March 7, Sapanwood,  
Timber and Coconut.—REMEDIOS & Co.

March 14, Crusader, American barque,  
668, Gorham, Batavia Jan. 15, Koratins  
Oil.—CAPTAIN.

March 14, Chen-jui, Chinese R. C., from  
a cruise.

DEPARTURES.

Mar. 14, Quong, for Hoihow & Haiphong.  
14, Yotung, for Haiphong.  
14, Silas Fish, for Quinhon.  
14, Sunda, for Yokohama.  
14, Zambanga, for Haiphong.  
14, G. W. Minnie, for Portland (Oregon).  
14, Standard, for Saigon.  
14, Lombardy, for Europe, &c.

CLEARED.

Dale, for Bangkok.  
Dale, for Hoihow.  
Quarta, for Saigon.  
Hermann, for Bangkok.  
Fanny, for Sydney.  
Antelope, for Manila.  
Thomas Bell, for Manila.

PA-SENGERS

ARRIVED.

Per Glenroy, from Shanghai via Swatow,  
Capt. Badenoch, Miss McLeod, Mrs and  
Miss McGiffie, and 175 Chinese.  
Per Agamemnon, from Singapore, &c.,  
Mr Dave Carson and Troupe, and 880  
Chinese.  
Per Bellona from Saigon, 4 Chinese.  
Per Minerva, from Saigon, 20 Chinese.  
Per Norva, from Swatow, 300 Chinese.

DEPARTED.

Per Lombardy, from Shanghai for South-  
ampton, Mrs Gibson and infant; for Bom-  
bay, Mr and Mrs Gabbay and family.  
From Yokohama; for Southampton, Mr T.  
Harrison; for Singapore, Mr G. Yabeda.  
From Hongkong; for Southampton, Mrs  
Craig, Mr Foster, Mr Brooks Robertson,  
G.B., and Mr Wherry; for Brindisi, Mr  
E. Dillon, and Mr J. Sproule; for Bom-  
bay, Messrs E. M. Damabhor, and G. H.  
J. Mahomed.

Per Sunda, for Yokohama, Messrs J. P.  
Reid, Cope, G. W. Brown, J. J. Amner,  
and 10 Chinese; from Southampton, Misses  
A. Rig and Huddell; from Calcutta,  
Madame Obohot.  
Per Silas Fish, for Quinhon, 60 Chinese.  
Per Quong, for Hoihow, 100 Chinese.  
Per Standard, for Saigon, 20 Chinese.

SHIPPING REPORTS.

The British steamer Glenroy reports:  
Fresh N.E. monsoon and cloudy through-  
out.

The German steamer Bellona reports:  
Moderate monsoon during the passage.

The British steamer Minerva reports:  
Strong N.E. to Easterly winds and head  
sea throughout the passage; brought up at  
11 p.m. of 13th at Green Island.

The British steamer Agamemnon reports:  
Strong head winds since leaving port.

## SHIPPING REPORTS.

The British steamer Norma reports:  
Strong N.E. wide throughout.  
The American barque Crusader reports:  
Left Batavia 15th January, came through  
the Macassar Strait to Straits of Basaslar  
to Mindoro, had very light winds and ad-  
verse currents up to Lumb, from thence to  
port strong wind and cloudy.

## POST OFFICE NOTIFICATIONS.

MAILS will close:—  
For HOIHOW AND HAIPHONG, with  
Mails for Fakhol and Hanoi.  
For Date, at 8.30 a.m., on Friday, the  
15th inst.

For MANILA.—  
Per barque Thomas Bell, at 1 p.m. To-  
morrow, the 15th inst.

For MANILA.—  
Per Emerald, at 11.30 a.m., on Satur-  
day, the 16th inst.

For YOKOHAMA AND HIOGO.—  
Per Prinz Friedrich Carl, at 2.30 p.m.,  
on Saturday, the 16th inst.

For STRAITS SETTLEMENTS AND  
CALCUTTA.—  
Per Venice and Japan, at 2.30 p.m., on  
Saturday, the 16th inst.

For SHANGHAI.—  
Per Glenfinlas, at 4.30 p.m., on Satur-  
day, the 16th inst.

For SWATOW, AMOY & FOOCHOW.—  
Per Yaso, at 5 p.m., on Saturday, the  
16th inst., instead of as previously  
notified.

## MAILS BY THE FRENCH PACKET.

The French Contract Packet Amoy will  
be despatched from Hongkong on  
THURSDAY, the 21st Instant, with  
Mails to and through the United  
Kingdom and Europe, via Mar-  
seille; to Saigon, Singapore, Bata-  
via, Gallo, Australia, New Zea-  
land, Tasmania, Fiji, Aden, Sey-  
chelles, Reunion, Mauritius, Suez,  
and Alexandria. This is the best  
opportunity for forwarding Cor-  
respondence to E. Africa, the Cape,  
St. Helena, and Ascension.

Letters may also be forwarded to INDIA  
by this Packet but can be paid only  
as far as Ceylon. The postage to  
Ceylon must be prepaid. Such let-  
ters should be marked Paid to Galle  
only; they will go on from Galle as  
unpaid.

The following will be the hours of closing  
the Mails, &c.:—  
Wednesday, 20th Instant.—  
5 p.m., Money Order Office closes. Post  
Office closes except the Night Box,  
which remains open all night.

Thursday, 21st Instant.—  
7 a.m., Post Office opens for sale of  
Stamps, Registry of Letters, and  
Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late  
Letters.

11.10 a.m., Letters (but Letters only)  
except those to and through Aden, &c.,  
may be posted on payment of a  
Late Fee of 18 cents extra postage,  
until

11.30 a.m., when the Post Office Closes  
entirely.

Hongkong, March 7, 1878. mcl21

## MAILS BY THE ENGLISH PACKET.

The English Contract Packet Khiva,  
will be despatched with the Mails for  
Europe, &c., on THURSDAY, the  
21st Instant.

The following will be the hours of closing  
the Mails, &c.:—  
Wednesday, 21st Instant.—  
5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night  
Box, which remains open all night.

Thursday, 22nd Instant.—  
7 a.m., Post Office opens for sale of  
Stamps, Registry of Letters, and  
Posting of all correspondence.

10 a.m., Post Office closes except for Late  
Letters.

10.15 a.m., Letters may be posted with  
Late Fee of 18 cents extra  
postage till

11 a.m., when the Post Office Closes  
entirely.

11.30 a.m., Letters (but Letters only)  
addressed to the United Kingdom  
via Brindisi, or to Singapore, may  
be posted on board the Packet with  
Late Fee of 48 cents extra postage,  
till

11.50 a.m., when the Mail is finally  
closed.

Hongkong, March 14, 1878. mcl28

## MEMOS. FOR TO-MORROW.

Miscellaneous.

Noon.—Naval Contract Tenders close for  
the supply of Provisions.

Auction.

8 p.m.—Sale of Ground Property, Ma-  
rine Lot No. 206.

Amusement.

9 p.m.—Dave Carson's Performance at  
City Hall.

## General Memoranda.

SATURDAY, March 15.—  
Noon.—Emerald leaves for Manila.  
8 p.m.—Venice and Japan leave for  
Singapore, &c.

8 p.m.—Prinz Friedrich Carl leaves for  
Yokohama, &c.

8 p.m.—Glenfinlas leaves for Shanghai.  
9 p.m.—Meeting of Penitence Lodge.

SUNDAY, March 17.—  
Daylight.—Yaso leaves for Coast Ports.

MONDAY, March 18.—  
Goods per Glenfinlas undelivered after this  
date subject to rent.

TUESDAY, March 19.—  
9 p.m.—Meeting of Victoria Lodge.  
Goods per Glenfinlas undelivered after this  
date subject to rent.

WEDNESDAY, March 21.—  
Noon.—French Mail leaves for Ports of  
Call and Europe.

FRIDAY, March 22.—  
8 p.m.—Meeting of Shareholders of The  
Chinese Insurance Co., Limited, at the  
Head Office, Hongkong.  
Goods per Prinz Friedrich Carl undeliv-  
ered after this date subject to rent.

THURSDAY, March 23.—  
Noon.—American Mail leaves for Yoko-  
hama and San Francisco.  
Noon.—English Mail leaves for Ports  
of Call and Europe.

## THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,  
FAMILY & DISPENSING CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
IMPORTERS



Mate called him "An English" Act of Parliament on a —. He said to the 2nd Mate "They are all Dutchmen excepting one or two, and you can do what you like with them." The defendant was an Englishman. The Chief Mate struck him "twice" with the light of a rope, and on another occasion with his fist. He had not complained to the Captain but had seen the Consul.

The 3rd defendant said he considered his life was in danger if he returned on board. On the way out he fell from the top gallant mast, and hurt his back. This was at Shanghai, the vessel being alongside the wharf. The ship's doctor attended on him and he was laid up for four days. The Chief Mate came to the fore-castle and told defendant to come out to his work. Defendant said he could not. The mate then took hold of him by the arm and pulled him half way out. He kicked him on the face taking off a piece of skin (showed mark). He did not make him come out. The Captain came into the fore-castle the day afterwards and the defendant complained to him. He replied "that is nothing." Defendant did not complain to the Consul. When the vessel was coming into the harbour, the Chief Mate called out to the men "you son —, if some of you don't leave the ship at Hongkong, I will murder you."

Mr May ordered them all to be sent on board their ship.

#### UNLAWFUL POSSESSION.

Lam Ahnong, carpenter, was fined 60, or six weeks' hard labour, for having in his possession about 5 lbs. of new composition shrapnel nails. He was a carpenter employed at the Patent Slip, West Point.

#### DEPORTATION.

John Anderson and Albert Sandstrom, seamen American ship *Humboldt*, were charged with desertion. The defendants said the second mate ill-used and abused them, but they had not complained to the Captain. They were ordered by Mr O'neagh to be sent on board.

#### A DESTITUTE.

William Richards, an unemployed mechanic, was brought up for being destitute. The defendant gave himself up at the station. He stated that he was a working engineer by trade. He had struggled for some time here but not being successful, he went to London, and then to Australia, when he was young and remained there 18 years. Thence he went to California, stopping there a short time, and then went to British Columbia, where he remained ten years. He was compelled to get work at the mines, being unable to get employment at his trade. He came on to China, hearing that there was much engineering going on, but he had not been successful. He should be glad to have an opportunity of working his passage home. The Magistrate ordered him to have temporary accommodation in the goal, until something could be done for him.

#### ALLEGED RAPE.

Archibald Baird, keeper of the Light-house at Cape d'Aguilar, was summoned by Lo Ping Kiu, a widow for the above offence. The charge was that on the 9th March instant, the defendant did feloniously and violently assault the complainant at Cape d'Aguilar, and did then and there violently and carnally know the complainant. Mr Caldwell, from the office of Mr Brereton, appeared for the defence and applied for a remand till to-morrow at 9 a.m. The application was granted and the defendant was admitted to bail in \$500.

#### LARCENY.

Kwok Awo, a coolie, was charged with stealing some clothing, the property of Lee Akit, servant to the Rev. Mr Lamont. The complainant set out the clothes to dry yesterday at the back yard of his master's house, at Seymour Terrace, when he learnt afterwards that they were stolen and that one man had been arrested. — Wong Yung Shing, coolie to the Hon. C. May, was working in the garden when he heard a cry of thief. He ran out and stopped the defendant, who had the clothes produced concealed under his jacket. — Inspector MacKie applied for a remand, as he believed the Gaol authorities could identify the defendant as an old offender. Mr O'neagh remanded the case till the 16th instant.

#### SUPREME COURT.

IN ORIGINAL JURISDICTION.  
(Before His Lordship Acting Chief Justice Snowden).  
March 14, 1878.

#### LUM CHU SHE AND ANOTHER V. CHEUNG CHE WAN.

This was a petition for the recovery of a piece of land at Tai-ping-shan which it was alleged was improperly held by the defendant. The plaintiffs are the widow and son of the original owner of the property, and the defendant the son of his friend, to whom he had leased it for a term of ten years, — the defendant asserting that it had been sold outright to his father.

Mr Haylar, instructed by Messrs Sharp, Toller and Johnson, appeared for the plaintiffs; and the Attorney General, the Hon. Geo. Phillipps, instructed by Mr Brereton, appeared for the defendant.

The following Special Jury were empanelled: — Messrs. Robert Walker, H. C. Hermann, H. L. Dalrymple, J. A. de Rosmedes, E. E. Sassoon, D. Gilles, and H. Hopkin.

Mr Haylar said this was a claim to recover the title to a piece of land situated at Tai-ping-shan, and known as Island lot 273. The ground in question was originally the property of one Lum Yow, who resided in this Colony in the year 1855, and he is said to have sold the land to one Cheong Toong Wan, who was admitted to have been an intimate friend of his, in 1856. Both these men have since died. Documents were in existence setting forth that Lum Yow had transferred the land to Cheong Toong Wan to build houses upon, in consideration of a sum of \$800. One of these documents, Mr Haylar contended, was only the same as a building lease and was not an absolute transfer.

The plaintiff in this case was the widow of Lum Yow, who died in 1859, and in 1873 Cheong Toong Wan came to Hongkong and he then paid her the sum of \$1,200, and took out letters of probate to administer the estate of her deceased husband Lum Yow. She was then under the impression, not being able to read or write, that Cheong Toong Wan was only acting on her behalf. The so-called sale of the property in 1856 was not registered, and the learned counsel contended that this would have been done,

as a matter of business, had the sale been a bona fide one. He said that the fact of Cheong Toong Wan paying her \$1,200 showed that he was satisfied she had a title to the property at that time. The defendant was the son of Cheong Toong Wan, who was also dead. Evidence was then called on behalf of the plaintiffs, and the hearing was adjourned at 5 o'clock until 10 a.m. to-morrow.

#### PASSAGES OF THE DARDANELLES.

[FIRST ARTICLE.]  
The first recorded passage of the Dardanelles was the celebrated one effected by Leander, at a period of which neither Virgil nor any of the numerous poets who celebrated the feat have furnished the date. But the earliest attempt to pass these Straits was that of the unfortunate Prince Helios, who endeavoured to cross on the Ram with the Golden Fleece from Europe to Asia, and whose name has since clung to the sea in which he was drowned. Every one knows, but some will perhaps not object to being reminded, that Leander lived at Abydos, on the Asiatic side of the Hellespont, and Hero, the Pagan nun, of whom he had become enamoured, on the European side at Sestos. The procession in which the young priestess of Venus figured on the memorable occasion when Leander gazed upon her for the first time might easily have been seen from the opposite shore; and with a good glass — which, however, Leander would have been unable to procure — the features of both, herself might have been distinguished. The channel at the narrowest point is considerably less than a mile, and, according to some estimates, less than half a mile across. The distance has been variously put down at 500 paces, 875 paces, and about a mile. Gibbon says 500 "paces" — meaning, apparently, by "paces," not the ordinary modern pace of two feet, but the ancient Roman pace of five feet. A respectable French authority says 875 "paces," but without defining the word "paces." If, as has been generally calculated, the distance across at the narrowest part of the Dardanelles is about equal to the distance across at the narrowest part of the Bosphorus, then 600 yards may be adopted as the correct measurement.

These are the figures of the late General Chesney in regard to the latter channel, arrived at after an actual survey. A swim of 600 yards would not, and doubtless did, save Leander in fine weather; for one night he made the return passage. He had, however, to strive against a powerful current, and but for Hero's flaming torch, which he must have kept constantly in view, he would have landed, as Lord Byron did some centuries later a few miles lower down than the point for which he had been making. Perhaps, however, in Leander's time this current did not exist; or his lifeless body would not one fatal night have been washed ashore, not far from the temple to which the now distracted Hero was attached. Besides the Princess Helios, and at a more recent period Leander and the priestess Hero — several sailors belonging to Admiral Prout's expedition, in the year 1807, were known to have been drowned in the Hellespont. Xerxes, too, must have lost a certain percentage of his 1,700,000 men (all told) who went over from Abydos to Sestos; and some of the accidents inevitable in such cases must have happened to the troops of Alexander the Great when a portion of his infantry and all the cavalry of his army passed from Sestos to Abydos. Nor can the Turks in crossing to Sestos, when, in 1857, the crescent was first planted on European soil, have been exempt from such misfortunes, as, in the conveyance of large bodies of men over water, are sure to be caused by leaky boats, badly constructed rafts, and kicking horses.

Darius crossed at the narrowest part, not of the Hellespont, but of the Bosphorus, connecting Asia with Europe, as Xerxes previously had done between Abydos and Sestos, by a bridge of boats. Here was the scene of Mohammed II.'s activity, as Sestos, on the European shore of the Hellespont or Dardanelles, had been that of Solymann three quarters of a century earlier. For the Turks, as Lord Bacon said pointed out last season in an admirable speech on the subject of Russian progress towards the Bosphorus, did not take Constantinople all at once. They began by establishing themselves in the for-the-most-part Slavonian lands known at the present as European Turkey; and it was not until more than two generations had passed since the landing of the Turks in Europe, that Constantinople was attacked with success.

The vast importance of the Bosphorus, as the gate or passage to Constantinople from the Black Sea, and of the Dardanelles, as its gate from the Mediterranean, had been long recognized by the Romans and the Emperor Constantine built forts at the Eurine entrance to the Bosphorus, in order to stay the incursions of pirates, who had been in the habit of sailing through the Hellespont, the Sea of Marmora, and the Hellespont to ravage the coasts of the Mediterranean; thence in due time to escape by the channel through which they had come to their practically inaccessible harbours in the Black Sea. In modern times Europe has never, hitherto, been threatened from the Black Sea except by the Turks themselves, who, to prevent return expeditions or expeditions of any kind from the West against Constantinople, constructed the forts, towers, or castles as they are variously called, of the Dardanelles. "Castles" constructed by Mohammed II. at the narrowest part of the Dardanelles were the advanced posts of the Ottoman Empire on the south European side. The Venetians, however, disregarded them to the point of approaching them very closely. Accordingly, Mohammed IV., to keep the Venetian galleys from sailing so far along the channel, built much nearer the mouth the castles — one on the European and the other on the Asiatic side — which have since been known as the "new" ones in contradistinction to the "old."

The story of the Bosphorus is less interesting than that of the Dardanelles, from which, however, it cannot well be supposed that it must sometimes have been supposed that the scene of Leander's celebrated performance; for on a rock opposite Sestos, facing the entrance to the Bosphorus, stands a tower, which is often, without reason, called "the Tower of Leander." The Turks call it "the Tower of the Virgin" and in it, according to a Turkish legend; was confined the lovely daughter of Mohammed-Sultan, Mehmed-Schahid by name, of whom it had been predicted by a mysterious gypsy that she would die by the bite of a serpent. Mehmed-Schahid's reputation for beauty spread until it reached the ears of the Prince of Persia, who came to Constantinople determined by force to gain admission to the tower. He contrived, by bribing her attendants, to get conveyed to her a bouquet of symbolical flowers expressing to her in a language she perfectly understood the passion with which she had inspired him. But, like Cleopatra's basket of fruit, Mehmed-Schahid's bouquet of flowers concealed an asp. Mehmed-Schahid was stung. Her servants, remembering the gypsy's prophecy, uttered loud cries of distress, and, throwing open the door of the tower, rushed out frantically, exclaiming that all was lost. Then the Prince of Persia rushed in, seized Mehmed-Schahid in his arms and smothered the wound in her shoulder until he had crept from it the venom left there by the asp. The Sultan, when he heard of the young man's noble and interesting conduct, declared that he should be his son-in-law; and the Prince of Persia made Mehmed-Schahid his wife, and lived with her very happily for a great number of years and had many children.

It need scarcely be said that the first passage of the Bosphorus from shore to shore was so transformed into a helter-skelter of the amorous persecutions of Jupiter, and driven into the sea by the maddening attacks of a giddy. It has already been mentioned that across this branch of the great historical and mythological canal, which, from Agamemnon's siege of Troy at one end to Mohammed II.'s siege of Constantinople at the other, has been the scene of such world-important conflicts, the army of Darius crossed. The only entry of a military force from the Black Sea into the Bosphorus since the time of Constantine's Black Sea enemies, the pirates, occurred in 1833, when the Russians, after making explanations on the subject to the Western Powers, occupied the Turkish capital in a friendly manner with the view of guarding it against the Sultan's rebellious vassal, the Viceroy of Egypt. The Russians kept their word in so far that they quitted Constantinople as they had promised to do. But services of this kind are not performed for nothing, and it is not to be forgotten that, although the Russians made no sign of wishing to remain in Constantinople, they took away with them, when they left, a secret treaty known as the Treaty of Unkar-Skelessi, by which the Porte granted to Russia alone, among the European Powers, the right of passing with vessels of war from the Black Sea to the Mediterranean, and from the Mediterranean to the Black Sea. Besides being protected, or placed in an admirable position for being protected, against approaches both from the Mediterranean and from the Black Sea, Constantinople was at one time guarded against further advances by a chain drawn across the mouth of its harbour, the so-called "Golden Horn." The chain was supported at intervals on piles, and the distance from point to point along which it extended was measured at 600 yards. No other city in the world is so admirably situated as Constantinople for letting in trade and keeping out war. Before the introduction of steam navigation its position was even finer than it is now. For every wind, from whatever quarter it might blow, brought ships to its port; now from the Black Sea with the rich produce of the East, now from the "White Sea," or Mediterranean, now from the manufactures of the West. The winding course of the Hellespont or Dardanelles is variously estimated at from forty-five to sixty miles in length; average breadth three miles; breadth at narrowest point, where the Ram with the Golden Fleece, Leander, Xerxes, Alexander the Great, and the Turkish invaders of the fourteenth century crossed, and where the Mohammed II. in the middle of the fifteenth constructed his forts, towers, or castles, from 600 to 800 yards; breadth at point when Mohammed IV. in 1695 constructed the new castles four and a half miles. The Sea of Marmora is 120 miles long. The Bosphorus is from sixteen to eighteen miles long; average breadth one mile and a half; breadth at narrowest point, where the Greek Emperors and the first Sultans constructed forts, where Darius built his bridge of boats, and where the crusaders embarked, 600 yards.

The modern Russians have never made any attempt to force the passage of the Bosphorus from the Black Sea. Their object has been not to take ships from the Black Sea to the Mediterranean, but to bring their Baltic fleet through the Dardanelles to the Black Sea. The ancient Russians, however, of the ninth and tenth centuries, used to make expeditions from the Black Sea to Constantinople, and ended by taking that city. For there are two Russias (not in Mr Foster's meaning of the words, but in a simple historical sense) — an old Russia founded one thousand years ago by Rurik and his Scandinavian warriors, which had already gone to pieces before the Tartar invasion of the thirteenth century, and of which the western portion, in presence of that invasion, passed beneath the influence of Poland and of the Roman Catholic Church; and a new Russia founded under Tartar supremacy and gradually extended through force of arms, but in virtue also of ancient claims, by the Czar of Moscow, until their descendants as Emperors of Russia, have at last possessed themselves of all the territory, with the exception of Eastern Galilee, which was ruled by the sons of Rurik the Varangian. These ancestors of the Russians of to-day carried on against Constantinople in the ninth and tenth centuries a war which was simple a war of pirates. Religion had very little to do with that contest. Christianity, too, was at that time firmly seated at Constantinople, while the assailants of the Greek city were pagans, worshippers of Peroun, the god of thunder, and other monsters.

#### THE PORTUGUESE EMBASSY.

(Siam Weekly Advertiser, Feb. 21.)

His Excellency the Conde de Silva, Governor of the Portuguese Colonies, Massao, and Timor, Envoy Extraordinary, and Minister Plenipotentiary from Portugal, in the Far-East, and his numerous suite arrived at Bangkok on the elegant Portuguese Gunboat *Tyjo*, Commander F. Amaral, on the morning of the second inst. A deputation from the Siam Government immediately called on board, inviting the Embassy to come on shore, and lodge in the splendid dwelling, fitted for this very purpose. Owing to His Majesty being absent, on a visit to several distant provinces of His Kingdom, the Embassy took advantage of the first days of its sojourn at Bangkok, for a round of visits to the high-officials then in town, and to the Consulate, and visited all the remarkable buildings, gardens, and objects of interest in the Siamese Capital. A day

excursion was made to Bang-pa-in, and Ayuthia.

At Bang-pa-in the Embassy was comfortably lodged in the magnificent Royal Villa which His Majesty has lately so much enriched and improved.

The Embassy went also to Ayuthia, having there the opportunity of admiring the majestic ruins of the conspicuous Wat, belonging to the ancient Capital.

His Majesty the Supreme King, with the intention of being agreeable to the Embassy, and desiring to avoid to His Excellency the Minister, a tedious and useless delay at Bangkok, as soon as His Excellency's arrival was notified in the Court, immediately invited the Portuguese Plenipotentiary to be received, in the audience, at Rahobahuro, whether His Majesty directly replied.

In this kind invitation it was evidently manifest that His Majesty would be most pleased, not only in giving to the Portuguese Embassy an opportunity of enjoying a pleasant trip, in which no comfort was forgotten, but yet proportioning to His Kingdom the glory of receiving one European Embassy in His Royal Country Palace, this being somewhat a repetition of what two centuries ago, happened with the Ambassador of the magnificent King of France, Louis 14th.

His Excellency the Portuguese Minister desiring to be so qualified, as far as possible, with this country, during his first and short visit to Siam, most willingly accepted His Majesty's kind invitation, and departed to Rahobahuro on the 14th before noon, accompanied by his own suite, by Commander Amaral and officers of the *Tyjo*.

The Honorable Consul-General for Portugal, Mr. Marques Pereira, has accompanied His Excellency in all these excursions. Four tug boats, and a good number of pinnas boats conveyed to Rahobahuro the Portuguese Embassy, and Siamese officials in attendance. The Embassy was duly received and lodged by His Grace the ex-Regent.

Immediately after His Excellency's arrival at Rahobahuro, His Majesty's Aide-de-camp, the Prince Kip, called upon His Excellency, and invited to the Embassy His Majesty's good wishes. Visits were exchanged with the Princess of the Royal family, His Grace the ex-Regent and their Excellencies the Ministers. To make as brief as possible the report of the agreeable, and well fulfilled stay of the Portuguese mission at Rahobahuro, we must mention the solemn audience given by His Majesty the Supreme King which can be considered as a true wonder, in a country palace, so pompous was the splendour of the ornaments, the display of troops, the number of nobles, and courtiers, the richness of their magnificent dresses, the imposing Royal State of Elephants, the harmonious, and interesting bands of music, both European and native, and finally the magnificent welcome which His Majesty always and every where is surrounded.

The Embassy was also received in private audience, and invited by His Majesty to a formal dinner.

His Grace the ex-Regent and His Excellency the Kalahome also had the Embassy for dinner parties, the rest of the time being employed riding Elephants, and horses, and admiring native performances (La-kau) at the palace.

An Infantry and Cavalry guard, officials from the foreign office, and Siamese interpreters, have continually attended the Portuguese Embassy.

On the evening of the nineteenth inst. the Embassy arrived at Bangkok, where new proofs of consideration, and of welcome to the Portuguese Embassy, are to be expected before its departure for China.

(Advertiser, Feb. 23.)

H. M. the King of Siam returned from his excursion to Uthapom, Rahobahuro and Chai-yok on the 15th inst.

On the return route H. M. was enabled to give H. E. the Governor of Massao and suite an imposing audience, and gracious reception at Rahobahuro, which was highly complimentary to the Plenipotentiary.

The Portuguese Plenipotentiary returned to Bangkok a few days before H. M. the King, and will be the recipient of a series of ovations from the native nobility and the European community during the remainder of his stay in Bangkok.

A grand assembly was held at the Portuguese Consulate General on Monday evening in honor of H. E. the Governor of Massao.

#### GRAIN SHIPS.

(Mitchell's Maritime Register.)

Last year a Correspondent, writing to the *Shipping Gazette*, discussed the damaging of grain-laden ships, and stated, as his conviction, that vessels were lost from the system pursued at Montreal of compelling Captains to cover the sides of their ships, and to board over the bottom of the hold at such a height from the keelson as to cause the cargo to shift. The large air cavity under the grain constituted also an additional peril, inasmuch as it made ships top-heavy, and led to their falling over on one side, or capsizing. In the course of November, Captain W. M. Young, of the *Stonington*, wrote a letter on the same subject, but more particularly with reference to iron-built ships, and especially steamers. His views were shared by Captain Grey, of the *Stonington* (d.m.). In the opinion of Captain Young, the system enforced in the United States of ceasing iron vessels with the view of protecting grain from damage, was a mistaken idea. He asserts that it is an utter impossibility to put up temporary ceiling so as to make every part tight, and to fill in all the corners and turns of angles, beams, and stringers. Whenever the grain can find an opening it runs through, thus breaking the bulk, and causing the cargo to shift. Suppose, he remarked, the ceiling is tight when passed by the Surveyor, though he cannot inspect every corner, there is always danger of the boards cracking through the working of the ship at sea, or from moisture in the wood being driven out, or holes made by rats. The deals are fixed to battens, and there is a division between the boards and the ship's side of ten inches. This lightly-constructed inner lining has to bear the whole pressure of the cargo when the vessel is labouring in a heavy sea-way, and that it should prove unequal to the strain brought to bear upon it should excite no surprise. Although the deals are placed so that they may lap at the edges, this does not prevent them from cracking and warping through the heat engendered by the grain, and they are certain to spring or open out when the ship heels over on a beam wind, without sudden jerks from blows by waves, but the experienced boardings of the hold are totally unsuited to fulfil the purpose of keeping the grain dry, and the vessel, at the same time, seaworthy.

If the ceiling was, or could be, solidly formed of layers of deals, a sufficient quantity of cargo could not insinuate its way through the crevices to alter the stowage; but so long as there are gaping cavities to receive tons of wheat or seeds, and these apertures are liable to be filled up, there must be considerable risk of the cargoes shifting. Captain Alvin Hall, of the brig *Carrie Bertha*, recently wrote to the editor of a Portland (U.S.) paper to give the benefit of his experience on this particular subject. His vessel was chartered to load a cargo of grain from Boston for England, and he was directed by the Underwriters to line the inside of the brig in accordance with the prescribed rules. When the operation was complete, Captain Hall found that there was a space under the floor of twelve inches, and of sixteen inches in the bilges. He protested that the ship was not safe to cross the Atlantic in that trim at the fall of the year, and applied to the Underwriters to reduce the empty space to seven or eight inches. Besides endangering his vessel, Captain Hall says that the requirements of Underwriters in ceiling and flooring take out about one-fifth of the carrying capacity in the lower hold, where weight is wanted to give stability. Captain Hall is strongly impressed with the insecurity to life and property, attributable to the method of proceeding, as it were, a vessel within a vessel, or a light structure instead of a strong one, and in illustration of his views he writes: "The loss of the barque *Everett Gray*, with all on board, which sailed from Boston one year ago laden with grain, was no doubt, caused by improper lining of the ship; and the barque *R. H. Purinton* was lost about the same time, laden with grain from Boston; and now the fine barque *George A. Wright*, with a cargo of grain from Boston, has followed. No doubt, if the latter vessel had been lined as I have suggested, she would have been at her Port of destination. This is so serious an allegation for a Shipmaster acquainted with the methods in practice for the lining of ships' holds to make, that, whether strictly correct or otherwise, we bespeak attention to the matter. No Shipowner or Master, in these days of harassing legislation and Underwriting combinations, is supposed to know anything about the loading of ships, and the best means of preventing cargoes from getting wetted by salt or fresh water. Everything has to be done under the rules of societies. Unless a vessel is celled in accordance with the regulations of certain Underwriting Associations, no insurance can be effected on the cargo, and the issue appears to be that Crews are drowned, despite the remonstrances of practical men, in order that indemnification may be recovered for sea losses in the event of disaster. It will be said that if grain of all kinds were carried in sacks there would be no necessity to case the holds with boards. This would be a good remedy for an admitted evil, but it would do away with loading by elevators, and add very materially to the charges of transit by river, lake, railroad, or sea. Underwriters might, perhaps, reduce the premiums if loading in bulk was done away with; but if they struck off a small per centage, it would be so trifling as not to influence the cost to any appreciable extent. If grain had to be put in sacks in the Western States, or at the Black Sea, the process would lead to expense and delay; ships would be detained in loading, and market price in England would feel the effect of increased expenditure. Corn is an article that requires to be conveyed from the producers to the consumers at the lowest cost. Grain is insured, with few exceptions, free of Average, unless a ship is stranded, and, therefore, Underwriters who have nothing to pay when such cargoes are injured by wet, should not meddle with the question of ceiling; and this being so, the safety of ships ought to be the business of, and left to, those who sail them.

#### Miscellaneous.

An attempt was made on Wednesday night to blow up the house of Captain Goldworthy, near Redruth. A fearful explosion occurred, and the front of the house was completely blown in — doors, windows, and ceilings being wrecked, and all the furniture destroyed. Fortunately, the Captain and his family were not injured. The house, where Captain Goldworthy and all the family were sleeping, stood firm, and no one was seriously injured. It has been ascertained that dynamite was the explosive used.

An attempt was made on Saturday evening to upset the Midland up Scotch Pullman express, at Beighton, near Sheffield. There is a junction at this place, and the permanent way inspector, when walking down the line just before dark, found several pieces of iron firmly and evidently intentionally fixed across the rails. The Scotch express had left Maseborough shortly before five, and was then coming up at sixty miles an hour; but, by great activity, the inspector cleared the rails just in time.

FARMS FOR SALE. — A farm at Stavros, New York, is now manufacturing barrels composed of straw paper pulp, subjected to a powerful hydraulic pressure, and when reduced to the required thickness, the halves are cut off at the ends. The pieces are then placed in a steam drier, and the sides are trimmed evenly and the substance thoroughly dried. The advantages of the barrels over wooden ones are lightness, cheapness, durability, and the prevention of flour sitting out while in transit. They are constructed entirely by machinery, and the halves are cut so true that any pieces of the same size will readily fit together. They will not cost more than one-third the price of wooden barrels, are lighter, and fit so nicely in the grooves, that there is no chance of the flour sitting through, which loss forms a heavy percentage in the use of other kinds.

LETTERS from Copenhagen state that the report published last week that the Russian Government had opened negotiations with Germany, Sweden, and Denmark with the object of declaring the Baltic a "mare clausum" to all war vessels not belonging to these countries, had caused great consternation there, and a question is to be put to the Minister of Foreign Affairs on the subject in the Lower House. One correspondent says: "If the Russian proposal were to be carried out, Denmark would be like a nail between the English and the Russian Prussian hammer, certainly not a pleasant position for a small country which only wishes to live in peace with its big neighbours." The only inlets and outlets of the Baltic — the Sound and the Belts — are Danish waters, and in case an English or French fleet should force the entrance, the brunt of the battle would fall on poor Denmark.

THE Moscow correspondent of the *Vienna Press* states that the inquiry into the alleged massacres of Russian prisoners by the Turkish troops at Plevna is being carried on quietly but without interruption, and

"notwithstanding the military honours which were so readily paid to the commander of the besieged town, Osman Pasha, as being responsible for the discipline of his soldiers, will be tried by a Russian court-martial, together with all his officers. This will be no novel proceeding, and Russia will be only acting upon the same principles as were adopted by the German staff during the war of 1870 with regard to the French irregular troops, and more especially the franc-tireurs. Just as the latter had no right to be considered as regular soldiers, so the Tcherkasses, the Bash-Bazouks, the Zibzeks, and the commanding officers placed over them, will be tried by Russian courts-martial; for an army commanded by the Emperor — an army whose dangers and fatigues are shared by the Grand Dukes, and which respects the Convention of Geneva — cannot submit to the barbarities of the Turkish forces, regular or irregular, and yet leave their legions unpunished. I give you this not as my opinion, but as a specimen of what is said in military circles here, and notably in the *Moscow Gazette*."

#### Quotations.

HONGKONG, March 14, 1878.  
OPIUM. — New Patna, cash... \$777 a 580  
" Old Patna, cash... None  
" New Benares, cash, 547 a 550  
" Old Benares, cash, None  
" New Malwa, cash, 658  
" Allowance Taka, 10 a 40  
" Old Malwa, cash, None  
" Allowance Taka, None  
QUICKSILVER, ... 64.50  
SALTPETRE, ... 6.80 a 6.80

#### Exchange.

Bank, on demand, ... 8/104  
" 30 days' sight, ... 8/106  
" 6 months' sight, ... 8/11  
Credits, ... 8/11  
Documentary, 6 months' sight, ... 8/11  
Bombay, demand Rupees, ... 222 a 223  
Calcutta, ... 222 a 223  
Shanghai, demand, ... 7 1/2  
" 30 days, ... 7 1/2  
Bar Silver, 17, dwt. 2, ... 9.50  
Sycee, ... 5.50  
Mexicans, ... 14 a 6 p.m.  
Gold Leaf, ... 28.30  
English Sovereigns, ... 5.03  
Australian Sovereigns, ... 5.03  
Discount, ... 7 to 8 %

#### Shares.

Hongkong Bank, 58 1/2 prem.  
Union Ins. Society of Canton, \$1,300  
China Traders' Ins. Co., \$1,150  
Chinese Insurance Co., \$245  
Yankee Ins. Assoc., \$1,625  
North China Ins. Co., \$1,950  
S.K. Fire Ins. Co., \$680  
China Fire Ins. Co., \$170  
H.K. & W. Dock Co., par.  
H.K. C. & M. S. Boat Co., \$18 dis.  
Shanghai Steam Navigation, \$1,26  
Hongkong Gas Co., \$75  
Hongkong Hotel Co., \$65  
China Sugar Refining Co., 2 1/2 prem.  
Chinese Imperial Loan, \$104 10/16.  
Do. of 1877, \$103

#### Temperature.

Taken at Messrs Talcott & Co.'s Premises Queen's Road.)  
HONGKONG, March 14, 1878.  
BAROMETRE — 9 A.M. ... 30.840  
Do. 1 P.M. ... 30.260  
Do. 4 P.M. ... 30.250  
THERMOMETER — 9 A.M. ... 60  
Do. 1 P.M. ... 66  
Do. 4 P.M. ... 68  
Do. (Wet bulb) 9 A.M. 59  
Do. Do. 1 P.M. 64  
Do. Do. 4 P.M. 64  
Do. Maximum ... 67  
Do. Minimum over night 58

#### Shipping Intelligence.

The following are corrected from the latest London and Colonial Papers: —  
VESSELS TO ARRIVE  
AT HONGKONG.

When left.	Name.	From.	Remarks.
Aug. 14.	Regulus,	Cardiff	
Sept. 8.	Andreas,	Flushing Roads	
28.	Victoria (s.),	Liverpool	
Oct. 2.	Anna Bertha,	Cuxhaven	
18.	Oscar,	Hamburg	
25.	Benedicta,	San Francisco	
30.	Lodovico,	London	
Nov. 1.	Elizabeth Oatle,	Antwerp	
1.	Oatle (s.),	Liverpool	
2.	Johann Smidt,	London	
3.	Mina,	London	
8.	Elizabeth Shields,	Hamburg	
20.	Jeti,	Cardiff	
Dec. 1.	Glenaber,	Flushing	
1.	Otto,	Hamburg	
4.	Devana,	London	
13.	Sir Harry Parker,	London	
19.	Sedan,	Cardiff	
19.	Forward,	Norfolk (s.s.w.)	
25.	J. R. Worcester,	London	
26.	G. R. S.,	Liverpool	
Jan. 8.	Korso,	Ponarth	
17.	Hilton Castle,	Greenock	
22.	Belle of Oregon,	Liverpool	
26.	Devonshire (s.),	Liverpool	
27.	Earl of Devon,	Antwerp	
30.	Elizabeth Childs,	Plymouth	
31.	Wandering Jew,	Ponarth	
Feb. 3.	Lady Penrhyn,	Sydney	
10.	Sarah Nicholson,	Sydney	

#### AT AMOY.

Sept
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## Intimations.

**G. FALCONER & Co.**  
WATCH AND CHRONOMETER  
MANUFACTURERS  
JEWELLERS.  
NAUTICAL INSTRUMENTS, CHARTS  
AND BOOKS.  
40, Queen's Road Central.  
Hongkong, February 20, 1878. me20

**W. BALL,**  
CHINA DISPENSARY.

**IMPORTER OF DRUGS, CHEMICALS,  
DRUGGISTS' SUNDRIES, TOILET  
REQUISITES, PATENT MEDI-  
CINES AND PERFUMES.**  
Prescriptions Dispensed with Carefulness  
and Prompt Attention.

**PRAYA WEST, HONGKONG,**  
Near the Canton Steamer's Wharf.  
Hongkong, July 13, 1878.

## NOTICE.

**A. MILLAR & Co.,**  
PLUMBERS, AND GAS FITTERS,  
Queen's Road East,  
HONGKONG.  
September 15, 1877.

## AFONG,

**PHOTOGRAPHER,**  
by appointment, to  
**H. E. SIR ARTHUR KENNEDY,**  
GOVERNOR OF HONGKONG;  
and to  
**H. L. H. THE GRAND DUKE ALEXIS**  
OF RUSSIA,  
Wynham Street, formerly AXELTUN OUB.

**HAS** on hand the Largest and Best  
collection of Views of China, Pho-  
tographs Albums, Frames, Cases, &c., of  
assorted sizes. Ex. S. S. Type, Revolving  
Standard Albums, artistic Monograms  
and Posters, Stamp Albums, Russia Leather  
Velvet and carved-wood Albums, Cases and  
Frames, nice Albums for Cabinet Portraits  
only, Portraits of the Generals of the pre-  
sent Russo-Turkish War, eminent British  
Statesmen, the two Chinese Ambassadors  
in Cabinet and Carte de Visite sizes  
Coloured Portraits of English Ladies.  
Hongkong, August 24, 1877.

**AN YON,**  
SHIPS' COMPRESSOR AND  
STEVEDORE,  
No. 57, Praya Wan.

SHIPPING SUPPLIED WITH ALL KINDS OF  
COAL, WATER, BALLAST, FRESH  
PROVISIONS & OILMAN'S  
STORES.  
Of the best quality and at the shortest notice.  
Hongkong, May 1, 1878. my1

## THE HONGKONG HOTEL.

**TENDERS** are invited for a LEASE of  
the HONGKONG HOTEL, the pre-  
sent five-yearly lease expiring on the 31st  
August, 1878. SEALED TENDERS to be  
sent in on or before the 31st March,  
1878, to the Secretary of the Hongkong  
Hotel Company, Limited, who will supply  
any information required.

By Order of the Directors,  
**LOUIS HAUSCHILD,**  
Secretary.  
Hongkong, September 15, 1877. ap1

**KWONG HING CHEUNG & Co.,**  
COAL MERCHANTS.  
Have always on hand for Sale every  
description of COAL at Moderate Prices.  
Mr. ARTHUR has been appointed Manager,  
and all Orders addressed to him at 57,  
Praya, or to Mr. FAY JACOB, at 30, King  
Lung Street, will receive immediate atten-  
tion.  
Hongkong, March 18, 1877. me19

## ESTATE OF DODD &amp; Co.

**AT** the MEETING held on the 12th  
Instant, at Messrs Dodd & Co.'s  
Offices, the following RESOLUTIONS  
were carried—  
1. That the affairs of the said Dodd  
& Co. shall be liquidated by arrangement,  
and not in Bankruptcy.  
2. That FRANCIS CHOMLEY be, and he  
is hereby appointed, Trustee.  
3. That E. ARNOLD and EDWARD  
PRESTON be, and they are hereby appointed a  
Committee of Inspection.

All PAYMENTS on account of the  
Estate, it is requested, will be Paid to the  
order of the Undersigned.  
**F. CHOMLEY,**  
Trustee for the Estate of  
Dodd & Co.  
Amoy, January 14, 1878.

## NOTICE.

**OFFICE OF THE SHANGHAI STEAM  
NAVIGATION COMPANY,**  
IN LIQUIDATION.

**A THIRD RETURN OF CAPITAL AND  
INTEREST** at the Rate of FIVE  
CENES per SHARE will be made to Share-  
holders of Record on the 28th February,  
Payable at the Office of the Liquidators, on  
the 28th March.  
Warrants will be delivered by the Under-  
signed to Shareholders, or their lawful  
representatives, on presentation of Share  
Certificates for Endorsement.  
The Transfer BOOKS of the Company  
will be CLOSED from the 1st to the 8th  
March inclusive.

By Order,  
**RUSSELL & Co.,**  
Liquidators.  
Shanghai, February 28, 1878. ap1

## Mails.

**NOTICE.**  
**COMPAGNIE DES MESSAGERIES  
MARITIMES.**  
PAQUEROTS POSTE FRANCAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE,  
ADEN, SUEZ, ISMAILIA, PORT  
SAID, NAPLES, AND  
MARSEILLES;  
ALSO,  
BOMBAY, MAHE, ST. DENIS, AND  
PORT LOUIS.

ON THURSDAY, the 21st March,  
1878, at Noon, the Company's S. S.  
AMAZONE, Commandant MONTMAREL,  
with MAELS, PASSENGERS, SPORE,  
and CARGO, will leave this Port for the  
above places.

Cargo and Speed will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for  
the principal places of Europe.  
Cargo will be received on board until  
4 p.m. Speed and Parcel until 3 p.m.  
on the 20th March, 1878. (Parcels are  
not to be sent on board; they must be left  
at the Agency's Office.)  
Contents and Value of Packages are re-  
quired.  
For further particulars, apply at the  
Company's Office.  
**H. DU POUEY,**  
Agent.  
Hongkong, March 8, 1878. me21

## U. S. MAIL LINE.

**PACIFIC MAIL STEAMSHIP  
COMPANY.**  
THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

**THE U. S. Mail Steamer CITY OF  
TOKYO** will be despatched for San  
Francisco, via Yokohama, on THURSDAY,  
the 29th Instant, at 2 p.m., taking pas-  
sengers, and freight, for Japan, the United  
States, and Europe.  
Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic Lines of Steamers.  
A REDUCTION OF TWENTY PER  
CENT on regular rates is granted to  
OFFICERS of the ARMY AND NAVY,  
and MEMBERS of the CIVIL and  
MILITARY SERVICES in COMMISSION.  
Freight will be received on board until  
4 p.m. of 27th Instant. Parcel Packages  
will be received at the office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Offices in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.  
For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 4, Praya Central.  
**RUSSELL & Co., Agents.**  
Hongkong, March 8, 1878. me23

## INSURANCES.

**THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.**  
HEAD OFFICE—HONGKONG.

**AGENCIES** at all the Treaty Ports of  
China and Japan, and at Singapore,  
Saigon and Penang.  
Risks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.

## TO CHARGE FOR POLICY FEES.

**JAS. B. COUGHRAN,**  
Secretary.  
Hongkong, November 1, 1877.

**LANCASHIRE INSURANCE  
COMPANY.**  
(FIRE AND LIFE).  
CAPITAL—TWO MILLIONS STERLING.

**THE Undersigned** are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods in Mats, on Goods on Board  
Vessels and on Halls of Vessels in Har-  
bour, at the usual Terms and Conditions.  
Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.  
If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.  
For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
**ARNOLD, KARBURG & Co.**  
Agents Hongkong & Canton.  
Hongkong, January 4, 1877.

**QUEEN FIRE INSURANCE  
COMPANY.**  
Hongkong, January 1, 1877.

**THE Undersigned** are prepared to grant  
Policies against FIRE to the extent of  
£25,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.

**NORTON & Co.,**  
Agents.  
Hongkong, January 1, 1877.

## INSURANCES.

**YANGTSE INSURANCE ASSO-  
CIATION.**  
CAPITAL—Fully Paid-up—£120,000  
PERMANENT RESERVE—230,000  
SPECIAL RESERVE FUND—75,000  
Total Capital and accumu-  
lations this date—£225,000

**Directors:**  
F. B. FORBES, Esq., Chairman.  
M. W. BOYD, Esq. | O. KREBS, Esq.  
M. P. EVANS, Esq. | O. LUGAN, Esq.  
**Secretaries:**  
Messrs. RUSSELL & Co., Shanghai.  
London Bankers:  
Messrs. BARRING BROTHERS & Co.  
**Agencies in:**  
HONGKONG, LONDON, SAN FRANCISCO, and  
the Principal Ports in the East.

**POLICIES** granted on Marine Risks to  
all parts of the World, at current  
rates.  
Subject to a charge of 12% for interest  
on Shareholders' Capital, ALL THE PROFITS  
OF THE UNDERWRITING BUSINESS will be  
annually distributed among all Contribu-  
tors of Business in proportion to the  
premium paid by them.

**RUSSELL & Co.,**  
Agents.  
Hongkong, October 1, 1877. col

**CHINESE INSURANCE COMPANY,  
(LIMITED).**  
NOTICE.

**POLICIES** granted at current rates on  
Marine Risks to all parts of the World.  
In accordance with the Company's Articles  
of Association, Two Thirds of the Profits  
are distributed annually to Contributors  
whether Shareholders or not, in proportion  
to the net amount of Premiums contributed  
by each, the remaining third being carried  
to Reserve Fund.

**OLYMPHANT & Co.,**  
General Agents.  
Hongkong, April 17, 1878.

**ROYAL INSURANCE COMPANY.**  
**THE Undersigned, Agents for the above**  
Company, are prepared to grant In-  
surances at current rates.

**MELROSE & Co.,**  
Agents, Royal Insurance Company.  
Hongkong, October 27, 1874.

**NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.**  
Incorporated by Royal Charter and  
Special Acts of Parliament.  
ESTABLISHED 1809.  
CAPITAL £2,000,000.

**THE Undersigned, Agents at Hongkong**  
for the above Company, are prepared  
to grant Policies against FIRE, to the  
extent of £10,000 on any Building, or  
on Merchandise in the same, at the  
usual Rates, subject to a discount of 20  
per cent.

**GILMAN & Co.,**  
Agents.  
Hongkong, July 6, 1878.

**SHEONG ON FIRE INSURANCE  
COMPANY, LIMITED.**  
CAPITAL ONE MILLION DOLLARS.

**Directors.**  
KWOK ACHONG, Merchant.  
FANG YIM, Merchant.  
HO SAM, of Hop Yik Chan, Merchant.  
LOO YEE, of the Yee On Hong, Merchant.  
LEE SING, of Lai Hing Fong, Merchant.  
CHANG SING YONG, Merchant.  
CHOW CHAI, Merchant.  
**Manager—HO AMEL.**

**POLICIES** against FIRE granted on  
Buildings and on Goods stored  
therein at CURRENT RATES, subject to  
Discount of 20% on the Premium.

**OFFICE, 45, Bonham Street.**  
Hongkong, August 23, 1877. su23

**THE LONDON ASSURANCE**  
Company, Limited.  
Incorporated by Royal Charter.  
His Majesty King George The Third,  
A. D. 1720.

**THE Undersigned** having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows—  
**Marine Department.**  
Policies at current rates payable either  
here, in London, or at the principal Ports  
of India, China and Australia.  
**Life Department.**  
Policies issued for long or short periods at  
current rates. A discount of 20% allowed.  
**Life Department.**  
Policies issued for sums not exceeding  
£25,000 at reduced rates.

**HOLLIDAY, WISE & Co.,**  
Hongkong, July 26, 1878.

**MANCHESTER FIRE ASSURANCE  
COMPANY OF MANCHESTER**  
AND LONDON.

**THE Undersigned** have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai  
and Hankow, and are prepared to grant  
Insurances at current rates.

**HOLLIDAY, WISE & Co.,**  
Agents.  
Hongkong, October 14, 1878.

## Merchant Vessels in Hongkong Harbour.

Excludes of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 5. From P. and O. Co.'s Office to Peddar's Wharf.

2. From Gas Works to the Novelty Iron Works. 6. From Peddar's Wharf to the Naval Yard.

3. From Novelty Iron Works to the Harbour Master's Office. 7. From Naval Yard to the Pier.

4. From Harbour Master's Office to the P. and O. Co.'s Office. 8. From Pier to East Point.

James.....	2	h.....	Brit.	str.	95	Oct.	2	Kwok Acheong			
Dale.....	2	h.....	Brit.	str.	654	Mar.	4	Yuen Fat Hong	Hothow & Halphong	To-morrow	
Flintshire.....	2	h.....	Brit.	str.	1243	Mar.	11	H. Klor & Co.			
Galley of Lorne.....	2	h.....	Brit.	str.	1345	Mar.	9	Jardine, Matheson & Co.			
Glenclash.....	5	h.....	Brit.	str.	1865	Mar.	13	Jardine, Matheson & Co.	Shanghai	16th inst.	
Glenroy.....	5	h.....	Brit.	str.	1270	Feb.	17	Douglas Lapraik & Co.	Tamsui, &c.	K'loon Dock	
Hailong.....	5	h.....	Dut.	str.	1143	Mar.	11	Siemens & Co.	Salgon	16th, 3 p.m.	
Holland.....	5	h.....	Brit.	str.	1865	Mar.	10	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	16th, 3 p.m.	
Keinchow.....	2	h.....	Brit.	str.				Kwok Acheong			
Kjobenhavn.....	3	h.....	Dan.	str.	701	Mar.	12	Siemens & Co.			
Lorne.....	7	h.....	Brit.	str.	1035	Mar.	12	Melchers & Co.			
Minerva.....	5	h.....	Brit.	str.	1025	Mar.	14	Siemens & Co.			
Ocean.....	8	h.....	Brit.	str.	971	Mar.	12	Butterfield & Swire			
Pansy.....	4	h.....	Span.	str.	600	Oct.	30	Remedios & Co.		Sanda' Slip	
Prinz Friedrich Carl.....	4	h.....	Ger.	str.	1120	Mar.	12	Melchers & Co.	Yokohama & Higo	16th inst. at daylight	
Quarta.....	2	h.....	Ger.	str.	731	Mar.	7	Soy Sing	Salgon	To-day at daylight	
Sea Gull.....	5	h.....	Brit.	str.	48	Sept.	19	Insurance Company	S'pore, Calcutta, &c.	16th, 3 p.m.	
Standard.....	4	h.....	Brit.	str.	1680	Mar.	10	Siemens & Co.	Coast Ports	17th, daylight	
Thales.....	4	h.....	Brit.	str.	878	Mar.	10	Douglas Lapraik & Co.			
Yamoo.....	5	h.....	Brit.	str.	1271	Mar.	10	Jardine, Matheson & Co.			
Yamoo.....	5	h.....	Brit.	str.	859	Mar.	10	Douglas Lapraik & Co.			
<b>Sailing Vessels.</b>											
Alceda.....	4	h.....	Brit.	bge.	388	Mar.	10	Bornes Co., Limited			
Aldon Bess.....	4	h.....	Amer.	bge.	642	Dec.	27	Rozario & Co.	Portland (Oregon)		
Alloe M. Minotti.....	4	h.....	Amer.	sh.	1100	Jan.	28	Vogel, Hagedorn & Co.	London		
Annie Lowry.....	4	h.....	Brit.	bge.	752	Jan.	8	Bornes Company, Limited			
Annie M. Small.....	2	h.....	Amer.	sh.	1053	Dec.	4	Vogel, Hagedorn & Co.	Portland (Oregon)		
Antelope.....	4	h.....	Brit.	sh.	1306	Feb.	15	Captain	Manila	At dawn Dock	
Antipodes.....	4	h.....	Brit.	bge.	592	Jan.	16	Vogel, Hagedorn & Co.	Hamburg		
B. F. Watson.....	3	h.....	Amer.	bge.	938	Nov.	26	Vogel, Hagedorn & Co.	San Francisco		
Carl Ritter.....	7	h.....	Ger.	bge.	596	Jan.	23	Siemens & Co.	Salgon		
Cashmere.....	4	h.....	Amer.	sh.	938	Feb.	23	Russell & Co.			
Chandos.....	5	h.....	Amer.	sh.	1506	Mar.	6	Naval Storekeeper			
Charger.....	2	h.....	Amer.	sh.	1448	Jan.	28	Russell & Co.	San Francisco		
Charron Watana.....	2	h.....	Sham.	sh.	686	Feb.	4	Chinese			
City of Halifax.....	4	h.....	Brit.	sh.	880	Dec.	24	Vogel, Hagedorn & Co.	Portland (Oregon)		
Cocoran.....	3	h.....	Amer.	sch.	150	Mar.	14	Insurance Co.			
Corona.....	1	h.....	Brit.	sh.	1199	Feb.	18	Meyer & Co.			
Edward P. Bouvier.....	4	h.....	Amer.	sh.	941	Jan.	29	Russell & Co.			
Elton.....	4	h.....	Amer.	sh.	1181	Feb.	29	P. & O. S. N. Co.	San Francisco		
Eme.....	2	h.....	Brit.	bge.	773	Mar.	8	Butterfield & Swire		P. & O. Wharf	
Empire.....	2	h.....	Amer.	sh.	1180	Feb.	21	Messageries Maritimes			
Endoxia Adolphine.....	3	h.....	Fah.	bge.	254	Feb.	23	Carlowitz & Co.			
Falcon.....	3	h.....	Brit.	bge.	798	Dec.	23	Meyer & Co.	Callao		
Fanny.....	7	h.....	Ger.	bge.	618	Jan.	12	Carlowitz & Co.	London	Wanchai Pier	
Felix Mendelssohn.....	7	h.....	Ger.	bge.	921	Feb.	8	Melchers & Co.	Meibourne & Sydney	At dawn Dock	
Flores de Maria.....	2	h.....	Span.	bge.	248	Mar.	8	Remedios & Co.	Philippines		
Freeman Clark.....	2	h.....	Amer.	sh.	1838	Jan.	19	Battles & Co.		Croftan Dock	
Friedrich.....	2	h.....	Ger.	bge.	594	Feb.	28	Wm. Pustau & Co.			
G. F. Munst.....	7	h.....	Ger.	bge.	924	Feb.	12	Melchers & Co.	Portland (Oregon)	Cleared	
Globe.....	4	h.....	Brit.	bge.	798	Feb.	18	Meyer & Co.		Wanchai Pier	
Great Admiral.....	4	h.....	Amer.	sh.	1876	Aug.	19	Russell & Co.			
Guatav.....	4	h.....	Ger.	bge.	556	Mar.	8	Siemens & Co.		Sanda' Slip	
Hark Away.....	4	h.....	Brit.	bge.	773	Feb.	12	Russell & Co.			
Hai Cheong.....	2	h.....	Brit.	bge.	836	Mar.	15	Chinese			
Herbert Black.....	8	h.....	Amer.	bge.	673	Jan.	15	Rozario & Co.	Portland (Oregon)		
Hermann.....	4	h.....	Ger.	bge.	458	Dec.	18	Wm. Pustau & Co.	Bangkok		
Humboldt.....	8	h.....	Amer.	sh.	1018	Feb.	18	Messageries Maritimes			
Indian.....	4	h.....	Brit.	bge.	873	Nov.	24	Carlowitz & Co.	Manilla	Wanchai Pier	
Japan.....	4	h.....	Ger.	sch.	370	Mar.	11	Siemens & Co.	Manilla		
Kaiser.....	4	h.....	Ger.	sch.	1240	Feb.	28	Vogel, Hagedorn & Co.	Tientsin		
Kalaja.....	3	h.....	Russ.	bge.	380	Jan.	12	Order	New York		
Kenton.....	3	h.....	Brit.	bge.	367	Feb.	15	Wiel & Co.	Bangkok		
Lady Bowen.....	3	h.....	Brit.	bge.	892	Jan.	21	Vogel, Hagedorn & Co.			
Louisa.....	4	h.....	Ger.	sm.	245	Feb.	23	Edward Schellham & Co.	Halphong		
Lucie.....	2	h.....	Siam.	bge.	432	Feb.	12	Tak Mee	Bangkok	Cleared	
Mangerton.....	2	h.....	Brit.	bge.	830	Feb.	27	Wiel & Co.			
Marco Polo.....	4	h.....	Ger.	bge.	858	Mar.	6	Wiel & Co.			
Marie Ravano.....	7	h.....	Ital.	bge.	874	Mar.	1	Thos. Howard & Co.			
Marquis of Argyle.....	8	h.....	Brit.	bge.	500	Feb.	28	Rozario & Co.			
Monquico.....	8	h.....	Brit.	bge.	197	Feb.	8	Olyphant & Co.			
Moss Glen.....	4	h.....	Brit.	bge.	549	Feb.	12	Landstall & Co.			
Niagara.....	4	h.....	Ger.	bge.	920	Dec.	29	Vogel, Hagedorn & Co.		Sanda' Slip	
Nimrod.....	5	h.....	Brit.	bge.	695	Jan.	24	Adamson, Bell & Co.	New York		
North Star.....	7	h.....	Amer.	sh.	1374	Feb.	28	Douglas Lapraik & Co.			
Novoe Constante.....	3	h.....	Span.	sch.	217	Feb.	14	Remedios & Co.			
Onward.....	4	h.....	Brit.	bge.	210	Mar.	8	Lane, Crawford & Co.	Manila		
P. J. Casleton.....	4	h.....	Amer.	bge.	326	Jan.	14	P. & O. S. N. Co.			
Palestine.....	4	h.....	Brit.	bge.	598	Feb.	14	Melchers & Co.			
Quickstep.....	3	h.....	Amer.	bge.	826	Jan.	1	Russell & Co.	Bangkok		
River Lagan.....	7	h.....	Brit.	bge.	851	Feb.	23	Douglas Lapraik & Co.	Victoria (V. I.)		
Rubicon.....	4	h.....	Brit.	sm.	204	Jan.	27	Meyer & Co.		For Sale	
Samar.....	8	h.....	Amer.	sh.	1058	Feb.	3	Vogel, Hagedorn & Co.			
Seaman's Bride.....	2	h.....	Siam.	bge.	314	Mar.	6	Chinese			
Star of India.....	3	h.....	Brit.	bge.	1040	Feb.	14	Adamson, Bell & Co.			
Sully.....	4	h.....	Fah.	bge.	387	Jan.	4	Carlowitz & Co.		K'loon Dock	
Sunstar.....	3	h.....	Amer.	sh.	1080	Sept.	5	Russell & Co.			
Tak L. L.....	4	h.....	Ger.	bge.	256	Jan.	11	Melchers & Co.	Quinhon		
Tak L. L.....	4	h.....	Ger.	bge.	550	Mar.	2	Wm. Pustau & Co.	Halphong & Touron		
Thomas.....	8	h.....	Brit.	bge.	828	Feb.	3	Bornes Co., Limited			
Titan.....	4	h.....	Amer.	sh.	1270	Feb.	7	Russell & Co.			
Tokates.....	5	h.....	Brit.	bge.	805	Feb.	13	Captain		Croftan Dock	
Watley Pendleton.....	7	h.....	Amer.	bge.	809	Feb.	18	Meyer & Co.			
Wega.....	8	h.....	Ger.	sh.	1115	Mar.	1	Melchers & Co.			
Wildwood.....	8	h.....	Amer.	sh.	1089	Jan.	28	Rozario & Co.	New York		
<b>WEANFOA</b>											
Alex. Newton.....	Newton	Brit.	bge.	808	Mar.	1	Rozario & Co.	Tientsin			
Amphibies.....	Jackson	Brit.	str.	1804	May.	9	Butterfield & Swire				
Amphibies.....	Stalker	Ger.	sch.	157	Mar.	8	Arnhold, Karberg & Co.	Tientsin			
Northern Star.....	Wortley	Brit.	bge.	327	Mar.	2	Wiel & Co.	Tientsin			
Norio.....	Bakker	Dut.	bge.	268	Mar.	7	Siemens & Co.	Tientsin			